

# THE RIO NEWS.

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RIO DE JANEIRO, MARCH 22ND, 1898

NUMBER 12

**WILSON, SONS & CO.**  
(LIMITED)  
2, RUA DE S. PEDRO,  
RIO DE JANEIRO.

AGENTS OF THE  
*Pacific Steam Navigation Company*  
*Shaw, Savill & Albion Co., Ltd.*  
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Having large workshops and efficient plant are in a position to undertake repairs in all descriptions in ships and machinery.

Cont.—Wilson, Sons & Co., Limited, have depots at St. Vincent, Cape Verde, Montevideo, La Plata and at the chief Brazil Ports; and, among others, supply coal under contract at Rio, to—

The Brazilian Government;  
Her Britannic Majesty's Government;  
The Transatlantic Steamship Companies;  
The New Zealand Shipping Companies,  
&c., &c.

Cont.—Large stocks of the best Cardiff steam coal always kept in Rio depot on Concorde Island.

Tug Boats always ready for service.

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Establishments—Wilson, Sons & Co., Limited, London, Cardiff, St. Vincent, Cape Verde, Rio, Bahia, Pernambuco, Santos, S. Paulo, Montevideo, Buenos Aires and La Plata.

**KING, FERREIRA & CO.**  
Successors to W. R. CLARKE & CO.  
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Importers and Commission Merchants.

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Sole agents for the Portland Cement manufactured by J. B. White & Brothers, London, England.  
Deals in all classes of merchandise from Europe and the United States, as Importers, Commission Merchants and Consignees.

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**POOCK & Co., Rio Grande do Sul (Havana Cigars)**  
**BAVARIA BEER** from the  
Bavaria Brewery, S. Paulo,  
Price: 12,000 per Dozen without bottles.

Also of MEXICO.

COSTA FERREIRA & PENNA, S. Felix (Bahia),  
RODRIGUES & Co., " "

OSER, KLINGENBERG, Dremold (Lithographers).

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**J. C. V. MENDES**

CONTRACTOR TO H. B. M.'S SHIPS ETC., ETC.  
Provision Merchant.  
Shipping Grocer and General dealer.

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BRIDGE WORK OF THE UNION BRIDGE CO.,

and all Railway supplies, both European and American.

**BALDWIN LOCOMOTIVE WORKS,**  
PHILADELPHIA, PENN.

Established, 1831.

BURNHAM, WILLIAMS & Co., Proprietors.

These locomotive engines are adapted to every variety of service, and are built accurately to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable.

Passenger and Freight Locomotives, Mine Locomotives, Narrow Gauge Locomotives, Steam Street Cars, etc., etc.

Electric Locomotives and Plant for Electric Railways by the Baldwin Westinghouse Combination.

All work thoroughly guaranteed.

Illustrated catalogue furnished on application of customers.

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MANUFACTURERS OF

Every description of Freight Cars  
for broad and narrow gauge Railways.

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**A COMPANHIA DE FIAÇÃO E**  
**TECIDOS SÃO FELIX,**

RIO DE JANEIRO.

Sole Agents:

**Norton Megaw & Co., Ltd.**

58, Rua 1<sup>a</sup> de Março.

RIO DE JANEIRO.

**JOHN L. BISSET**

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MANUFACTURERS OF

Every description of Passenger  
Cars for broad and narrow gauge  
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Special attention given to the Sectional Construction of Carriages for shipment to Foreign Railways.

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The Westinghouse Automatic Brake is now in use on 2,000 locomotives and over 50,000 freight cars, besides in general use on passenger cars.

The Westinghouse Air Brake Co. are prepared to fill orders for one to one thousand sets of Air Brakes for Freight Cars at one hour's notice.

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**Bank Note Company,**  
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Business Founded 1795.  
(Incorporated under Laws of the State of New York, 1856.)  
Reorganized 1879.

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Foreign Governments.

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BANK NOTES, SHARE CERTIFICATES, BONDS  
FOR GOVERNMENTS AND CORPORATIONS,  
DEBTS, CHECKS, BILLS OF EXCHANGE,  
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FROM STEEL PLATES.

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Special papers manufactured exclusively for  
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Exporters of Bordeaux Wines

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Cognacs and Liqueurs of the best brands

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by using

**MURRAY'S FLUID MAGNESIA**

The standard preventive against the perils of a tropical climate, counteracting the effects of excessive heat and normalising the functions of the stomach, intestines, liver, and kidneys. Cures headaches, acidity of the stomach, biliousness, gout and rheumatism in its less acute forms. Mixed with their milk, it prevents cholera troubles with children. It is also a valuable relief for women *en route*. Pleasant and refreshing it can be taken freely as a beverage, and is the only alkaline draught that forms no dangerous deposits in the stomach, intestines and bladder.

For this important contribution to medical science and practice, Her Britannic Majesty conferred the honor of knighthood upon its inventor, Sir James Murray, M. D. His signature written with green ink, is found upon the label of every genuine bottle.

Price, in all pharmacies,

Rs. 15,500 per bottle.

**THOMAS J. LIPTON**

LIPTON'S Teas.

LIPTON'S Jams.

LIPTON'S Jams.

LIPTON'S Pickles.

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115, Rua da Quitanda.

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ENGLISH SHOEMAKER,

The best material used and all work guaranteed.

No. 29 A, Rua de S. Pedro.

RIO DE JANEIRO.

**Insurance.****PHENIX FIRE OFFICE.**

Established 1782

Authorized by Imperial Decree No. 8,057 of  
March 24th, 1887.

Insures against risk of fire, houses, goods and merchandise, and offers the best of guarantees with the most favorable conditions.

G. C. Anderson, Agent.

3, Rua General Camará—1st floor.

This company has just issued in London an Insurance policy for the Atchison, Topeka and Santa Fé Railway Company, United States of America, for the amount of \$17,380,126.00 (£3,630,868), having received the respective premium amounting to \$169,109.00 (£35,230).

No other company has ever taken so large a risk up to the present date.

**COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.**

Fire and Marine.

Capital .. . £2,500,000

Agents for the Republic of Brazil:

Walter Block &amp; Co.

No. 115, Rua do Quitanda.

**THE MARINE INSURANCE COMPANY, LIMITED.**

Capital .. . £1,000,000 sterling  
Reserve fund .. £500,000 ..

Agent in Rio de Janeiro:

G. C. Anderson.

2, Rua General Camará—1st floor.

**ROYAL INSURANCE COMPANY.**

LONDON AND LIVERPOOL

Capital .. . £2,000,000  
Accumulated Funds .. £8,250,000

Insures against the risks of fire, houses, goods and merchandise of every kind at reduced rates.

John Moore &amp; Co. agents.

No. 8, Rua da Candelaria.

**LONDON AND LANCASHIRE FIRE INSURANCE CO.**

Capital (fully subscribed) .. £2,177,500  
Reserve fund .. 676,535

Agents in Rio de Janeiro:

Edward Ashworth &amp; Co.

No. 50, Rua 1º de Março.

**BRITISH & FOREIGN MARINE INSURANCE COMPANY LTD.**

Capital .. . £1,000,000 sterling  
Reserve fund .. £1,328,751 ..

Agent: P. E. Swanwick.

87, Rua 1º de Março—2nd floor.

**GUARDIAN FIRE AND LIFE ASSURANCE CO., LIMITED.**

Agents in Rio de Janeiro:

Youle &amp; Co.

No. 38, Rua 1º de Março.

**NORTH BRITISH AND MERCANTILE INSURANCE CO. LD.**

Total funds on 31st Dec. 1896 .. £12,954,532  
Authorized Capital .. £3,000,000  
Subscribed Capital .. £2,750,000

Agents for Rio de Janeiro:

Pullen, Schmidt &amp; Co.

107, Rua da Quitanda.

**THE MANCHESTER****FIRE INSURANCE COMPANY.**

Established 1824

CAPITAL .. . £2,000,000

This Company is prepared to write large fires in the city of Rio de Janeiro on most liberal terms.

Apply to H. David de Sauson,

General agent.

RUA OUVIDOR, 45

**Hotels.****Grande Hotel Metropole**

181, RUA DAS LARANJEIRAS, 181

This popular hotel has been completely and thoroughly refurnished and has been provided with sanitary improvements of every description, including a hygienic system of sewerage, flushing tanks, and ventilating pipes.

The apartments have been repainted and repapered throughout and are luxuriously furnished. The dining room has also been refurnished, and no expense has been spared to make this

The most comfortable Hotel

in the city. The baths have likewise been improved. As before, particular pains will be taken to provide the guests of this hotel with a first-class table, and with the best of service and attention. The electric tram passes the door every few minutes, making the most convenient as well as the pleasantest hotel in Rio de Janeiro.

**ALPINE HOUSE HOTEL**

RUA DO AQUEDUCTO, 65

On the line of Spéciale tramway, Santa Theresa is reached in a minutes from town.

This house is highly recommended for its excellent position and most beautiful view of the far ocean, city and islands, being situated on the very summit of Santa Theresa hill, and entirely out of reach of fever and malarial air. It is therefore, a most safe place for foreigners, tourists and artists.

The hotel is surrounded by beautiful parks, walks, and a large forest.

The restaurant and kitchen are first class.

THE PROPRIETOR,

VIVVA SUZANA MENTGES.

**Grande Hotel dos Estrangeiros**

PRAÇA FERREIRA VIANNA

(Catteto)

Telephone No. 3,008

This hotel, which has been completely restored, is situated in the best part of the city, receiving air and light from all four sides, close to the crowded beach of the city, surrounded by a large garden; has large comfortable rooms newly and well furnished, good shower and warm baths, disinfectants in the water-closets, drinking water filtered in the modern system, good table service, and, therefore, to be considered the first hotel of this capital.

Possesses also a sumptuous saloon and splendid table service for banquets.

Its restaurant and service cannot be excelled.

**Grande Hotel Internacional**

SITUATED ON THE PICTURE-QUE

SANTA THERESA HILL,

Rua do Aqueducto No. 108,

Telephone 508

Is served every minute by the electric tram-line from the town (leaving the Largo de Cariacica) close to the doors of this hotel, and vice versa.

This establishment, the first in Brazil for its elegance, comfort and situation amidst views and enjoying the most magnificent scenery, views of the mountains, town, the harbor and high seas, is most suitable for families and gentlemen of distinction.

Excellent restaurant, always ready.

Finest wines and liquors. Numerous shower and warm baths. Purest air, temperature heating and ventilating. No health resort in the world is better. For further information apply to

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ASSEMBLEIA 52,

Telephone 206.

**GRANDE RESTAURANTE PETROPOLIS.**

The best of its kind in Brazil.

First class service.

131, Rua do Ouvidor, Rio de Janeiro.

CAMPOS &amp; CO.

Proprietors.

**To travellers on Land or Sea.**

No traveller should forget to take with him a box of pills or a bottle of Tincture of Nectandra Amara, which might come very handy in cases of sudden nausea or any other disarrangement of the stomach for intestines, so frequent during travels. This marvellous remedy is accompanied by a prospectus in three languages, viz Portuguese, English and French to facilitate its use among natives and foreigners. For sale at all Druggists and Chemists and the manufacturer's depot, No. 74, Rua S. Pedro, 1st floor, Rio de Janeiro.

**WEST COAST ITEMS.**

—A Santiago telegram of the 17th says the Chilean government has engaged some Swedish naval officers.

—The Chilean government has accepted the tender of Messrs. Lever, Murphy & Co. for putting five torpedo boats together at Valparaiso. The price is 34,000 dollars, and the time is 104 working days.

—The Chilean customs revenue in 1897 amounted to \$61,083,553.29, of which sum \$24,716,141.99 corresponded to imports and \$36,460,916.30 to exports. The corresponding figures for 1896 were respectively \$63,141,936.37, \$24,425,506.52, and \$38,719,429.85.

—A telegram from Peru says that the proposal of Chile to the neutrality of that country, has not been accepted, and that the proposed plebiscite in Tacna and Arica is under discussion. Should this be favorable to Peru that country will have to pay ten millions dollars indemnity and the islands Iglesias. It would be much better, in our opinion, to accept the neutrality proposal. What can Peru hope to gain in a war between Chile and Argentina?

—Dr. Santiago MacLean has been commissioned to proceed to Punta Arenas to study and report upon the best manner of establishing a permanent quarantine station at that place, for the inspection of vessels arriving from the Atlantic and bound for ports in the Pacific. He is also to report on the health conditions of Punta Arenas, and the means of establishing a hospital service. The report are to be presented to the superior council of hygiene. The commissioner's appointment is *ad honorem*.—*Chilian Times*.

**RIVER PLATE ITEMS.**

—The Paraguayan government is discussing the advisability of establishing a state bank, but a portion of the press rebuts the idea, as it would only be used for political purposes. It might go further and say that it would only be used for enriching a few favored ones, as is the case with state banks throughout the American continent. —*Buenos Aires Review*.

—According to data compiled by the Santa Fé agricultural department, the area under cultivation during the past year was 900,270 hectares of wheat and 309,170 of linseed. The average yield of wheat has been 800 kilos per hectare, whilst in some parts it has averaged 1200 kilos. The crop pans out, therefore, at about 792,216 tons. The average linseed crop has been 750 kilos per hectare, which makes the crop out about 231,877 tons. —*Buenos Aires Review*.

—The insurance companies in Argentina are moving against the iniquitous forced loan. They received orders from London to make the following proposals to the finance minister. First, if he raise in the issue of the bonds (all congress issues). Second, if this be refused, the companies will deposit \$500,000 each against treasury bills. Third, they will buy the bonds at 80 if government undertake to buy them back again at same price in case any of the companies close their business here. Messrs. Ranciman, Conder, Elye and Johnston have been named as a committee, and they leave for Mar del Plata, to see the finance minister on the matter. —*Montevideo Times*, March 12.

—One of the grandest sights ever witnessed in the camps of Buenos Aires was that which occurred in the camp of Carlos José Mumbay (March 7). The people out there were astonished to see a huge black cloud which obscured the sun a few moments while passing. It was considered to be about a mile in dimension, and passed so rapidly that it was at once discovered to be the clouds. It was immediately followed by a large white cloud, considered to be a league in dimension, and which took four hours to pass. This white cloud was discovered to be composed of millions and millions of 'gaviotas' (gulls) in chase after the locusts. It was really a glorious sight to the spectators out there, and the white cloud was perhaps the most effective commission for the destruction of the locusts ever formed in this country. Strange to say, the locust cloud seemed to move faster than the 'gaviotas' cloud, but our friends read this, the 'gaviotas' doubtless have eaten up the locusts. The locust cloud was moving from the south-east to the north-east. We imagine that the 'gaviotas' had their feast somewhere in the camps of San Luis. —*Buenos Aires Standard*.

—For a long time past the economical interests of the republic—that is to say, commerce, industry and production, and very especially the first two—have suffered cruelly at the hands of politics. The crisis of 1890-91 was partly produced and was certainly unduly prolonged by bad politics. The same cause, promoting want of confidence and a chronic feeling of uncertainty and instability, brought about economical depression to the end of the Herrera administration. There was a slight respite and consequent recovery at the beginning of the Borda regime. But this did not last long, and soon all the old symptoms reappeared with steadily increasing intensity—want of confidence in the government, general feeling of insecurity, consequent economical depression, and finally the acute crisis of the civil war. The peace of September last and the reactionary policy of Sr. Cuestas gave a brief respite which saved the republic when on the very brink of calamity, but this also was dissolved by short-lived and up to the dissolution of the chambers, three weeks ago, economical interests were again the suf-

ferers from political agitations, uncertainties and mistrusts. It is only since then that the sky has cleared. Thus it may be said that for eight years, with but brief respites, the economical interests of the republic have been subordinated to the political or have suffered more or less severely from causes directly connected with the political situation. During that period the economical situation of the republic has made practically no advance whatever, and has barely kept pace with the vegetative increase of the population. This is not a random or rhetorical statement for we are prepared to prove it by figures, though not to-day. For the moment there is a respite. The political horizon is clear as it has rarely been before, the bad elements that were the constant factors of mistrust and misadventure have been swept out of power, the government enjoys a quite unprecedented amount of public confidence, it has entered boldly upon a reactionary policy radically favorable to economical interests, and it is pledged to reforms that will still more favor those interests. Lastly, there has been an unusually favorable crop of wool and wheat. At hardly any previous moment in the history of the republic have conditions been so entirely and uniformly favorable for economical recovery and for an important advance in industry and commerce. —*Montevideo Times*, March 2.

**THE DEBT OF URUGUAY.**

Every time that there appears an official publication relative to this enormous financial burden, which on December 31st last reached \$120,760,007, and that we compare this sum with our reduced population, our limited commerce, our feeble industry and our decayed territorial property, we can only regard the said debt as a veritable abstraction, which holds our present progress almost paralysed and the future emigration for many years, so that we are unable to feel the influence of those great economical advances enjoyed by other nations much less rich than ourselves in the natural elements for the development of work and of national wealth. It is well known that the debts of a nation do not always impede its progress, but, on the contrary, in many cases contribute to it. It may therefore be asked why our debt does not produce this result. It is because the greater part of it is unproductive. The obligations have been contracted either to make war or to heal the injuries caused by war, or still more to cover the ruinous consequences of disorderly, immoral and arbitrary administrations, which have had to pay for their maintenance in power by making the fortunes of their principle instruments and supporters, at the same time that many of the members of the said governments filled their own pockets. And because our debts for the greater part represent, and are the economical history of, these scandals, a thousand times exposed, therefore it is that we do not find a single railway line built with capital taken from our own budgets to cross the swollen currents of our rivers, nor colonies to fertilize our barren hills, nor artificial ports for the protection of navigation, nor good embarking wharves for our live-stock, nor any of the thousand reforms and facilities reclaimed by our state of civilisation. Yet with the one half of what we owe, we might have done all this and much more which would produce in revenue for the state at least enough to pay the service of the debts contracted, and we would have been free from the heavy taxes compelled by our present unproductive debts, rendering irremediable for many years that dearth of living which repels immigration from our shores. But in exchange, it is not difficult to find in our cities beautiful mansions, magnificent gardens and country houses in the suburbs, extensive live-stock establishments with luxurious dwellings in the country, all private property, and representing fortunes made as if by magic. In all these, with a very little reflection, it is easy to discern a great part of our debt, whilst other portions, carefully guarded in banks by the great speculators in politics, give them a princely income. —*Telegrafo Marítimo*, Montevideo.

The population of Japan, excepting Formosa, according to a census of December 31, 1896, was 42,708,264, of which 21,361,023 were males, 1,375,265, 2,067,097 *Shiokos*, and 40,535,892 common people. The number of families was 8,004,849.

An official newspaper published in Madrid, *El Correo*, says that the Cuban revolution from March, 1895 to December, 1897, has cost Spain 220,000,000 hard dollars, or in other words about £44,000,000 sterling. No wonder that Spain is crying out for money.

Last year's foreign commerce was phenomenal. We sold nearly four hundred million dollars' worth more than we purchased from foreign countries, and the total of the exports and imports amounted to \$1,841,000,000. No such total had ever been reached before, although in 1896 a very good showing was made. The Wilson tariff, which admitted of the cheapening of many of the products of manufacture, undoubtedly did much to make phenomenal exports during 1897. The fall in the value of sugar and coffee, by reducing the totals of the imports for the year, was partly responsible for the heavy trade balance in our favor. —*Merchants' Review*, New York.

## Banks.

## LONDON AND BRAZILIAN BANK, LIMITED.

Capital..... £ 1,500,000  
 Capital paid up..... " 250,000  
 Reserve fund..... " 600,000

HEAD OFFICE: LONDON.

BRANCH OFFICE IN RIO DE JANEIRO

10, Rua da Alfandega

Draws on Head Office and the following Branches and Agencies

LISBON, PORTO, PARA,  
 PERNAMBUCO, BAHIA, SANTOS, SAO PAULO,  
 CAMPINAS, RIO GRANDE DO SUL,  
 PILOTAS, PORTO ALEGRE, MONTVIDEO,  
 BUENOS AIRES, ROSARIO DE SANTA FE, AND  
 NEW YORK.

Also on:

Messrs. Glyn, Mills, Currie & Co., LONDON.  
 Messrs. Muller Freres & Co., PARIS.  
 Messrs. Schroder & Co., J. H. Schroder & Co.,  
 nachf., HAMBURG.  
 Messrs. Joh. Berenberg, Gossler & Co., HAMBURG.  
 Messrs. Girard Frouin & Co., GENEVA.

## BRASILIANISCHE BANK FÜR DEUTSCHLAND.

Established in Hamburg on 10th December,  
 1887 by the Direction der Disconto Gesellschaft  
 in Berlin and the Norddeutsche Bank in Ham-  
 burg, Hamburg.

Capital. . . 10,000,000 Marks.

BRANCH OFFICE IN RIO DE JANEIRO.

(CALLE 208.)

Branch-offices in São Paulo and Santos

(CALLE 320.) (CALLE 155.)

Draws on:

Germany..... Direction der Disconto  
 Gesellschaft, Berlin  
 Norddeutsche Bank in  
 Hamburg, Hamburg  
 M. A. von Rothschild  
 Söhne, Frankfurt a. M.  
 England..... N. M. Rothschild & Sons, London  
 Manchester and Liverpool  
 District Banking Company Limited,  
 London.  
 Union Bank of London, Limited,  
 London.  
 Wm. Brandt's Sons & Co., London.  
 France..... Cédit Lyonnais, Paris and branches.  
 Heine & Co., Paris.  
 Comptoir National d'Escompte de  
 Paris, Paris.  
 Lazard Frères & Co., Paris.  
 De Neuville & Co., Paris.  
 Portugal..... Banco Lisbon & Agores and corres-  
 pondents.  
 and any other countries.  
 Opens accounts current.  
 Pays interest on deposits for a certain time.  
 Executes orders for purchases and sales of stocks,  
 shares, etc., and transacts every description of bank  
 business.

Krahl-Thiel,  
Directors.

## THE LONDON AND RIVER PLATE BANK, LIMITED.

LONDON: Princes Street, E. C.

PARIS: 16, Rue Halévy.

Rio de Janeiro:

No. 20, Rua da Alfandega.

Authorized by Decree No. 591, of 17th October, 1891.

Subscribed capital. . . . . £ 1,500,000  
 Realized do . . . . . " 900,000  
 Reserve fund . . . . . " 1,000,000

BRANCHES:

Paris, 16, rue Halévy, Pernambuco, Pará, Buenos  
 Aires, Montevideo, Rosario, Mendoza and Paysandú.

DRAWN ON:

London and County Banking Co., Ltd.—LONDON.  
 Banque de Paris et des Pays Bas.—PARIS.  
 Banco de Portugal and agencies.—PORTUGAL.  
 And on all the chief cities of Europe.  
 Also on:  
 Brown Brothers & Co.—NEW YORK.  
 First National Bank of Chicago.—CHICAGO.

## THE BRITISH BANK OF SOUTH AMERICA, LIMITED.

HEAD OFFICE: 2 A, MOORCATE ST.  
LONDON E. C.

Capital..... £ 1,000,000  
 Idem paid up..... " 800,000  
 Reserve fund..... " 300,000

Office in Rio de Janeiro.

31 A, Rua 1º de Março

Branches at:

S. PAULO, SANTOS, BAHIA, PARA, MONTVIDEO,  
BUENOS AIRES AND ROSARIOAgencies at Pernambuco, Ceará, Maranhão and  
Rio Grande do Sul.

Draws on its Head Office in London:

The London Joint Stock Bank, Limited, LONDON.  
 Messrs. Heine & Co., PARIS.  
 Messrs. J. Berenberg Gossler & Co., HAMBURG.  
 and correspondents in Germany.  
 Messrs. Rossi & Co.,  
 and correspondents in ITALY.

The Bank of New York, N. Y. A., NEW YORK.

Receives deposits at notice or for fixed periods and  
transacts every description of banking business.

## BANQUE FRANÇAISE DU BRÉSIL.

AUTHORIZED BY

Decree No. 2,432 of 2nd January, 1897.

CAPITAL: Frs 10,000,000 (Ten million Francs.)

HEAD OFFICE:

9, RUE LAFFITTE, Paris.

Office in Rio de Janeiro: 78, Rua da Quitanda

Branches at S. Paulo and Santos.

Draws on:

(Head Office: No. 9, rue Laffitte.  
 Comptoir National d'Escompte de Pa-  
 ris, and branches in France.  
 Société Générale pour favoriser le dé-  
 veloppement du commerce et de  
 l'industrie en France, and branch  
 in France.  
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From the *Inter-Ocean*, February 8.

## THE "BELGICA" EXPEDITION.

LETTER FROM DR. COOK.

MONTVIDEO, Nov. 14.—I have now  
 been on the *Belgica* nearly a month,  
 and my admiration for her becomes  
 stronger as we advance toward the  
 southern ice. Her history, her fittings,  
 her equipment, and her owner all serve  
 to enhance this affection, and every day  
 I find in our good ship new points of  
 interest. She has been dressed and re-  
 dressed so much on this voyage down  
 the Atlantic that the original owners  
 would now hardly recognize her. She  
 has been scraped and polished and  
 painted and rearranged inside and out  
 until she looks quite like a pleasure  
 craft. Her new name, steam yacht  
*Belgica*, now fits her; her aspect and  
 atmosphere as a greasy, sooty sealer  
 have vanished. The almost inseparable  
 distinction of a sealing craft—the per-  
 sistent fishy odor—is gone. The more  
 we drive her over this lonely sea, the  
 more we fix and comb and dress her,  
 the stronger we feel her quivering ani-  
 mation. She already has a place in our  
 affections as definitely as a pet horse.  
 As she takes us farther and farther  
 away from our homes, we become daily  
 more dependent; as she pitches and  
 tosses in the unruly seas and rides out  
 the forbidding storms we feel we shall  
 love her better.

We may have become sentimental  
 about our little pet, but much depends  
 on her. On the ability of the *Belgica*  
 to plow through the virgin antarctic ice  
 depends our success in exploring new  
 lands. On her hospitality depends our  
 comfort, and on her stability depends  
 not only the success or failure of the  
 entire expedition, but our future exist-  
 ence. Our lives depend on her life; if  
 she is buried in the antarctic we cannot  
 hope to survive. It has not fallen to  
 our lot to witness the birth of the *Belgica*.  
 She was built at Svelvig, Norway, in  
 1884. Her first name was *Patricia*, and  
 under the Norwegian flag she made ten  
 sealing voyages of four months each to  
 the arctic ice north and west of Norway.  
 This then was the nursery of the ster-  
 ling qualities for which she was selected  
 to carry this expedition. With an At-  
 certificate from "Det Norske Veritas"  
 she was rechristened *Belgica*, placed  
 under the Belgian flag, and under that  
 of the Antwerp yacht club.

To see the *Belgica* and appreciate her  
 gilded value, she should be observed in  
 the polar ice—her natural home. In a  
 cosmopolitan harbor like Antwerp or  
 Rio de Janeiro, among the larger and  
 more fleet ironclads she seems like a  
 small bulldog amid a group of large  
 greyhounds—small, awkward, and un-  
 graceful. In color the *Belgica* is gray,  
 with natural wood trimmings. She is  
 bark rigged, and has patent single top-  
 sails, with a body 110 feet long,  
 twenty-six feet wide, with a draught of  
 fifteen feet. In a good wind, without  
 steam, she is able to sail ten knots. An  
 auxiliary steam power is placed well aft,  
 that the bow may rise to crush the ice.  
 The boiler is new, and the engine has  
 an effective horse power of 150. Burn-  
 ing three and a half tons of coal in  
 Belgian bricks (briquettes), and with  
 smooth water, the *Belgica* will make  
 seven knots an hour. But we shall  
 only use her half speed, for with two  
 tons of coal she will make about five  
 knots, a speed quite sufficient amid ice-  
 bergs, drifting floes, pack ice, and  
 unknown rocks.

There are many points of special in-  
 terest in the construction of a modern  
 steam sealer like the *Belgica*. But to  
 describe all these would lead us into  
 too many nautical details. A general  
 outline of the construction of the ship,  
 however, should be given. In selecting  
 the framework of the *Belgica* timbers  
 were obtained of double the ordinary  
 size and strength of vessels of the same  
 measurement. The stern was inclined,  
 making the bow of an inclination simi-  
 lar to that of a sledge runner, which  
 enables the vessel to rise onto the sur-  
 face of the ice and crush it rather by  
 its own weight than by the motive  
 force, as did the older ice vessels.

Otherwise the shape is similar to that of  
 a well-built modern sailing vessel. The  
 planking inside and outside of the pon-  
 derous framework is of extraordinary  
 strength, and over all is a special ice  
 sheeting of very hard wood.

The bow and stern are protected by  
 four-inch planks of greenheart, a tropi-  
 cal wood possessing the remarkable  
 quality of being both hard and elastic.  
 Experience has taught that this wood  
 affords the best protection against ice  
 destruction. Amidship the wear is less,  
 and here thick oak plank seems to  
 afford the needed security, while it is  
 much lighter and cheaper. The stern  
 is fifteen feet thick, and the breast wall  
 about twelve feet in antro-posterior  
 diameter. Outside of this there is a  
 protective sheathing of soft Swedish  
 iron to receive the first cutting edges of  
 the ice. The rudder is large enough to  
 stand the ice crushing, should the vessel  
 go stern first into the pack, and its  
 helmsport is large enough to make it  
 possible to dislodge obstructive ice.  
 The propeller, too, has its special points  
 of interest. It can be raised out of the  
 water as occasion may require to free it  
 from destructive ice masses or to re-  
 place it with a new one should it be  
 broken, and also to permit freer sailing.

And then there is the crow's nest, a  
 huge barrel raised to the top of the  
 mainmast to enable the look out to view  
 a greater horizon. We shall often ex-  
 pect to hear, as I have in the arctic,  
 startling news from the man in the  
 sky-barrel. He will probably announce  
 the first sight of some new lands, and  
 often send down the signal of our  
 approach to some big animal—have us  
 all on deck armed with rifles, only to  
 find a piece of discolored ice or snow as  
 a target. If by chance the southern  
 ice floes should hug us too affectionately  
 we are well prepared for its unwelcome  
 caresses. Our little ship will stand a  
 good deal of hard squeezing. She is  
 constructed to fight not only with her  
 engine and her armored breast, but in  
 her bowels we have stored something  
 like 2,000 tons of tonite, a Belgian ex-  
 plosive, said to be superior to dynamite  
 for ice destruction. With this tonite  
 we hope to blast and shatter and find  
 freedom for our *Belgica* if embraced by  
 the ice.

Although we do not expect to hunt  
 seals or whales or anything else for  
 commercial purposes, the expedition is  
 well prepared to take all kinds of life  
 for scientific study. We have harpoon  
 guns to capture whales and sea eleph-  
 ants; we have rifles, shotguns, pistols,  
 knives, and ammunition to do justice  
 to a pirate ship. Several thousand  
 pounds of alcohol and a large quantity  
 of chemicals to preserve animal speci-  
 mens. There are also cotton for stuffing  
 birds, apparatus for blowing eggs and  
 cameras of all varieties for photographing  
 the strange antarctic life with its im-  
 mediate surroundings. The devices for  
 scientific fishing are as complete as the  
 limited finances would permit. We  
 will be able to fish on the surface, in  
 the middle stratas, and on the bottom of  
 the deep sea. We can even scrape the  
 bed of the ocean with huge dredges for  
 low forms of life; can drop thermome-  
 ters down to register the degrees of  
 heat of their invisible homes. The  
 trawls and dredges are made after the  
 last American Sigbee system, as im-  
 proved by Professor Agassiz. There are  
 four huge frames, fifteen nets, and  
 3,000 fathoms of galvanized steel rope,  
 with a tensile strength of five tons to  
 haul the catch by steam. And then  
 there is the tangle bar and much other  
 fishing apparatus, all of which would  
 make an old-time fisherman stare with  
 envy. Scientific fishing will be an im-  
 portant and interesting part of our  
 work. In short the equipment is such  
 that not only the life of the air and the  
 land will be possible, but a systematic  
 study of the marine life inhabiting the  
 unmeasured depths of the Southern  
 ocean will be possible.

The new science of oceanography, or,  
 as Lieutenant Maury, its father, called it,  
 the "geography of the sea," has been  
 constantly in mind in the organization

and equipment of the *Belgica*. The outfit for fishing partly belongs to this department, unique in devices for sounding the ocean in all depths, with pianoforte wire and steel rope as a line, and sinkers which detach automatically, and a complicated system of special steam machinery is now adjusted ready for use. We expect to study the submarine currents, temperature, and the composition of the waters. For all of this we have special apparatus. Perhaps not interesting to the average reader is a description, but the results are sure to add new and startling chapters to the growing annals of ocean science.

The laboratory is in a small, specially constructed deckhouse behind the foremast. Its dimensions are small, perhaps fifteen feet long and twelve feet wide, but its capacity for storing apparatus and its convenience for work are phenomenal. It is intended as the center for all scientific work, a sort of union den for the working staff, as the motto, painted in large letters over the window, "L'Union Fait l'Force," indicates. It will, however, be principally used for meteorologic, oceanographic, and zoological investigations.

A very complete library is on board—a library, like the men, of various tongues and descriptive of a great variety of subjects. Each department has its technical bibliography. The commandant and the writer have a general collection of all the antarctic narratives in all tongues. The captain has a heap of charts and books on navigation. Lieutenant Dance has everything pertaining to terrestrial magnetism. The general scientific library is, indeed, a cosmopolitan collection. It contains books in French, English, German, Polish, Norwegian, and Roumanian print.

The quarters for officers and men are fairly good—palatial, as comfort is measured on a sealer. The commandant has a neat little room behind the mizzenmast and opposite the kitchen. It is carpeted, nicely furnished, and the walls are artistically bedecked by old Dutch sketches, some paintings, and many photos of polar scenes. We are so pressed for space that we are told that even this room will be partly filled with coal at Punta Arenas.

A door through the lift of the cabin opens into an aisle, at the side of which are the four berths where the denizens of science sleep. The sides are thoughtfully lined with lockers, but every nook, the beds, the ceiling, and, at times, even the floor, are covered with clothing, instruments, and books. After a storm it is a joyous rivalry of hopeless entanglement. The forecabin occupies the space between decks, from the foremast to the stern. It is large, light, and, as compared to the officers' quarters, it is extremely comfortable. We speak French in the cabin, German in the laboratory, and a mixture of English, Norwegian, French, and German in the forecabin. The life on board the *Belgica* is that of a well-regulated family. Each man has his duty to perform, but he will also be expected to lend a brotherly hand to his companions as occasion may require. On clear evenings the music box is often brought on deck, and as the familiar tunes bound out into the strangely clear atmosphere, some sing, others dance; some walk about, still others play games. The scene is truly melancholy upon reflection. We are going farther and farther away from home to the most desolate and forbidding part of the known or the unknown world. Our return is uncertain, our future is dark; but we have set out with this knowledge before us, and now it is our duty to aid in keeping up the general family cheerfulness. Whatever else may be our future, success or failure, our domestic comforts are assured. When we assemble on deck after dinner, with the music in our midst, to draw out a general feeling of well-being, a generous and unanimous air of joy rises with the ascending dew of the setting sun.

FREDERICK A. COOK, M.D.

From The Dublin Review, January, 1898.  
**THE HIBERNO-DANISH PREDECESSORS OF COLUMBUS.**

By Mrs. MARION MULLHALL.

There are few things more interesting in history than to trace the footsteps of the discoverers of unknown lands, and one cannot help envying the ignorance of our ancestors concerning distant parts of the world, which left them free to people the bleakest and most inhospitable wilderness with the creations of a fervid imagination.

A considerable number of years have elapsed since the attention of the world was first directed to the discovery of America by the Dublin Norseman 500 years before Columbus, whose fame is held so sacred by the bulk of mankind that it requires not a little courage even in the slightest degree to seem to detract from the merits of his great rediscovery. Bancroft in his history of the United States says "that, although there may be some truth in the report mentioned by an historian of Iceland, of a vessel driven from Greenland to the shores of Labrador, yet this fact no way diminishes the claim of Columbus to that discovery which had been the constant object of his thoughts, and the hope of which gave him that patient endurance of the many disappointments which so impeded the execution of his purpose."

The first name given definitely by the "Landnamabok," p. 132 (which may be called the Doomsday-book of Iceland), as having visited the New World, is Ari-Marson, the great-grandson of O'Carroll, King of Dublin, who was wrecked on the coast of Florida in 983, which he called Great Ireland or Whitemen's Land. Ari-Marson is mentioned in the "Kristni Saga," chap. 1, p. 6, among the principal chiefs in Iceland in the year 981, at which time Bishop Fredrick and Thowald Kodranson came there to preach Christianity, and, according to Rafn, Ari was baptized a Christian in 983. The illustrious Icelandic sage and historian, Ari Frode, states that his uncle Thorkell Gellerson had been informed by Icelanders that Ari-Marson, on landing on Great Ireland or Whitemen's Land, had been recognised and could not get away, but was there held in great respect. This statement, therefore, shows that in those times there was occasional intercourse between the New World and Europe, principally Ireland. Although Ari-Marson is the first name given by the "Landnamabok" as having discovered America, yet another Irish Dane, descendant of King Aulaf of Dublin, fled from Iceland in 908 to escape the rage of an infuriated husband and brother. This was Biorn Asbrand, "the hero of Breidviking" ("Muller's Bibliothek," vol. i, p. 103), a brave who, like Samson of old, fell into the meshes of another Delilah, Thirida, wife of Thorodd, a Dublin merchant settled in Iceland; rumor asserted that he was the father of her son Kiartan. It was supposed that Biorn had perished at sea, but it is more than probable that it was he and his companions who recognised in Ari-Marson a great Icelandic chieftain, and it may have been Biorn also, not Ari, who first gave the name Great Ireland to the New World. Be this as it may, a few years after, according to the "Eyrbyggja Saga," Gudliof, another Dublin merchant, was driven by contrary winds to an unknown land, and on going on shore found himself in the midst of a people who threatened him in what seemed to Gudliof the Irish language. At last he saw a grand-looking old man with flowing white beard approaching, surrounded by Norsemen ("Eyrbyggja Saga," chap. xiv, p. 328); he addressed Gudliof in Norse and told him that he was Biorn, who had been driven from Iceland, and that he did not wish to return to that country; all he desired was that he should be left in peace. However, on Gudliof's departure, Biorn gave him a gold ring for Thirida and a sword for her son Kiartan. Gudliof sailed for Dublin, and afterwards delivered Biorn's

presents and message to Thirida in Iceland.

Although M. Rafn was the first historian in modern times who collected and published under the title, "Antiquitates Americæ Columbianæ" (Copenhagen, 1837), all the documents treating of the early voyages of the Northmen, yet as early as 1570 Ortelius claimed for them the merit of being the first discoverers of the New World from the European continent. Tofteus, in his "Historia Vinlandiæ Antiquæ," published in 1705, and in his "Gronlandia Antiqua," which appeared the following year, Salm, Schoning, Lendeborg and Schroder, all gave information on this subject. The English writers, including John Reinhold Foster in his "History of Voyages and Discoveries by the Northmen," but without entering into details, and we are indebted to the indefatigable labors of M. Rafn, assisted by Finn Magnussen and other eminent scholars, for the transcription of the old manuscripts of the Sagas relating the story.

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**Travellers' Directory.**

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Jaiz de Fora, Barbacena, Ouro Preto, etc.  
Through express trains leave Central station daily at 5 a.m. and 5 p.m. Connects with all branches, along the main line (Linha do Centro) of that railway. Intermediate trains leave at 7 a.m. and 1 p.m. the first morning, through to Barbacena, and the second to Rio de Janeiro.

Bello Horizonte:  
Trains leave station of General Carneiro, on main line of Central railway, at 2.15 p.m. and 11.40 p.m.—the latter a mixed train.

Petropolis:  
Baren leaves for Petropolis at 4 p.m. daily, except Sundays and holidays, to connect with railway at Mauá. Passenger train leaves São Francisco Xavier station (Central Railway) at 7 a.m. and 5.05 p.m. on all land route passengers should take the suburban trains at the Central Railway station at 5.05 a.m. and 4.05 p.m. to connect with Petropolis trains.

Returning from Petropolis, the "Baren" train leaves at 7 a.m., except Sundays and holidays, and the "all land" train leaves at 6 a.m. and 1.50 p.m.

On Sundays and holidays the Baren leaves the platform at 7 a.m., and returning the train leaves Petropolis at 4 p.m., giving excursionists about six hours in Petropolis.

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Baren leaves the Praça das Marilhas at 5.30 a.m. daily and at 3 p.m. on Sundays, to connect with the Leopoldina Railway at São Anna de Marary. Returning trains leave Nova Friburgo at 2.30 p.m. daily, and at 6 a.m. on Sundays. Excursion train leaves Maratão at 1.30 p.m. Baren leaves Rio at 4.30 p.m., and returning leaves Friburgo at 6.30 a.m.

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S.B.—Travellers will oblige by notifying Station at any changes in the foregoing details that may be experienced and of which no public announcements have been made by the Railway authorities.

**Official Directory**

F. S. LEGATION.—Petropolis. R. H. CONGER, Minister.

BRITISH LEGATION.—No. 1, Rua Visconde de Albuquerque, opposite Custom House. R. H. CONGER, Minister.

AMERICAN CONSULATE GENERAL.—No. 99, Rua 1ª de Março. EUGENE SEIGER, Consul General.

BRITISH CONSULATE GENERAL.—No. 1, Rua Visconde de Albuquerque, opposite Custom House. WILLIAM G. WATSTON, Consul General.

**Church Directory**

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Residence Rua Petropolis, 32.

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Caixa 352.

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**Miscellaneous**

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Pocket charms are not all of a medical nature. Some are borne about the person simply with a view to ensure luck. A crooked spicence is a very good talisman to carry for luck, but it should be carried in the left side pocket. Miss Courtney, in her interesting collection of Cornish folk-lore, says that she once saw an old woman turn out her pocket; and among its rather unflattering contents were a knuckle-bone carried as a cure and preventative of cramp, and the tip of an ox-tongue kept for good luck. Perhaps the most curious development of this pocket worship of luck is found in the habit which burglars have of carrying a piece of coal in the pocket "for luck." Over and over again at Bow-street, and at other police-courts, it has been stated in evidence by constables, when recounting the contents of their prisoners' pockets, that among skeleton keys and other tools of the nefarious trade, they had found a piece of coal to ensure luck in burglarious enterprises. It is melancholy to think how often this talisman has not only failed to secure the desired end, but by being found in a prisoner's pocket, has been almost equivalent to incriminating evidence. Of all pocket

charms the use of coal by burglars seems the strangest and the most inexplicable. One observer, anxious to offer a scientific explanation, has hazarded the suggestion that the color of the coal may suggest, very dimly and remotely, to the burglar-mind, remote shadowy tale of invisibility; but the suggestion itself is too dim and remote to carry much conviction. It is a curious psychological study in two ways," says the same writer, "first, how the burglar comes to think of an amulet, and what he thinks it is or can do, and, second, the burglar imagination, which throws a glamor of Asian romance over a chip of coal stole from a passing cart."

It has been said that to dream of coal is a sign of riches; but why this should be so regarded, or whether the idea may have any connection with the burglar's use of the black diamond as a pocket charm, are questions which must remain unanswered. The belief in luck seems to flourish in eternal youth, notwithstanding the simplicity of the means by which it may be ensured, and the equal simplicity of other means by which the decrees of fate may be avoided.—*The Globe*.

From the N. Y. Journal of Commerce, February 2.  
**AMERICAN ENGINES IN BRAZIL.**  
REVIEW OF CONDITIONS IN THE SAN PAULO DISTRICT.

At the convention of manufacturers recently held in this city marked stress was placed upon the necessity of obtaining specific information regarding the requirements of foreign markets. Information composed largely of generalities, such for instance as is frequently forwarded by consuls, is to the manufacturer trying to extend his export trade or establish such a trade, as a rule, valueless except, possibly, as a first introduction to a possible market. What manufacturers want is a description of the kind of goods that are already in use in a specified locality, the prices at which and the terms on which they are sold, the transportation charges, customs regulations, packing requirements, names of merchants handling the class of goods in question, etc., etc.

The value of such specific information is plainly apparent. A manufacturer has at once data that will enable him to weigh the chances of success of operating in a new market to such a degree that he is at least saved the expense of experiments that, from their natural conditions, are bound to be failures. Nearly all the exporters' associations are now making a specialty of this character of information, and the results show plainly the value of properly directed efforts in this direction. As an instance of the practical character of information we are, through the courtesy of Mr. W. P. Wilson, director of the Philadelphia Museum, enabled to give the following copy of a report relative to the engine business of San Paulo, Brazil. This report, it will be seen, traces the business from the European factory to the Brazilian plantation, giving all the information which an American manufacturer must have in order to place his products in the same field. The report follows:

Character and variety—Steam and Water Engines; windmills.

Countries of Origin—Steam engines are, with few exceptions, of British manufacture, though France and Germany also supply them occasionally. Water engines, national (Brazilian) wheels, compete most successfully with imported goods; but American and British are used to a considerable extent. Windmills, United States made find the readiest market.

Quantity imported—Annually—No returns giving these details are published.

Manufacturers' prices—Robey & Co. fixed engine, 20 horse-power, E. o. b. Liverpool, with Rich's patent automatic governor and link expansion gear, feed pump, foundation bolts, £307 (\$1,493.00); discount about 15 per cent, £46 18 (\$223.95)—£260 19s (\$1,269.05). Freight and other expenses to Santos at £95 5s (\$463.50); cost, freight and insurance at Santos £356 4s (\$1,732.55). Robey & Co. fixed engine, 14 horse-power, E. o. b. Liverpool, £223 (\$1,085.00); do do, 16 horse-power, E. o. b. Liverpool, £252 (\$1,226.30); do do, 20 horse-power, £307 (\$1,493.00). Other engines in proportion. (Boiler)—Fixed engines, 10 horse-power by 12 horse-power, 11,500,000 reis, United States exchange value, \$1,725; do, 12 horse-power by 14 horse-power, 13,500,000 reis; United States exchange value, \$2,025; portable and semi-fixed, with base and tank, 2 horse-power, 3,800,000 reis; United States exchange value, \$570; do, 4 horse-power, 5,500,000 reis; United States exchange value, \$825; do, 6 horse-power, 7,000,000 reis; United States exchange value, \$1,050; do, 8 horse-power, 8,500,000 reis; United States exchange value, \$1,275; do, 10 horse-power, 10,000,000 reis; United States exchange value, \$1,500; do, 12 horse-power, 11,000,000 reis; United States exchange value, \$1,650. Prices are, of course, influenced by exchange; but these will serve very well as a basis.

Transportation charges—Freights vary, of course, but will average about 35 shillings (\$8.52) per ton and 10 per cent prime, weight or measurement, from England. Carriage by San Paulo railway from Santos, reis 13,500

(\$2.08) per ton; the cost of putting into wagons being reis 3,500 (52 1/2¢) per ton. Lion New York \$8 per ton would be a fair average. Apply to Paul F. Gerhard & Co., 19 Whitehall street, New York city, Lampart & Holt Line; or Norton & Son, 115 Produce Exchange, New York city, Norton Line.

Import rates—These goods are considered free of duty, but they pay what is called "expediente" of 10 per cent on the value as per original manufacturer's invoice (which must be produced in custom-house), and 10 per cent on the amount so arrived at. They also pay "caxapazias," or handling charges, 200 reis per piece or package weighing up to 50 kilos and 300 reis per 10 kilos over that weight. The custom-house valuation of the mill is (\$800) is 12c.

Character of packing—Packing must be substantial, say 1 1/2-inch pine on 2x2-inch framing, with supports where necessary, and strapped with iron for crane slinging. Fixed engines (dismounted), and locomotives mounted with parts liable to accident or to be stolen stowed in firebox or combustion chamber. Fly wheel, running gear and pulley separate. N. B.—All goods are transported in bullock carts from railway stations to farms; consequently weights must be broken to suit. Great care must be used in marking packages so that pieces may be identified with the engine they belong to. This is necessary, because if not attended to customs charges will be enormously increased. Utilize space inside engine chimneys for storage; closing end with plate, and riveting bands of iron over them.

Merchants handling this class of goods: Zerenner, Bulow & Co., Rua S. Bento, San Paulo, Brazil; Lidgerwood Mfg. Co., Rua do Commercio, San Paulo, Brazil; Arenas Iriaes, Rua Direita, San Paulo, Brazil; Cia. Mechanica e Importadora, Rua 15 de Novembro, San Paulo, Brazil; Schmitt & Trost, Rua do Comercio, San Paulo, Brazil; Azevedo, Bueno & Co., Rua do Rosario, San Paulo, Brazil; C. & Co., Rua do Commercio, San Paulo, Brazil. All above of good standing and repute.

Field of distribution.—The whole of San Paulo state, except the district which is supplied by the Central railway and its branches from Rio de Janeiro; i. e., from the point at which the Central line passes the border up to San Paulo city.

GENERAL REMARKS ON SAN PAULO TRADE.

Under the heading "General Remarks" the report describes the San Paulo district of Brazil as an immense table land rising abruptly from the sea varying from 2,000 to 3,000 feet in height. It is the most progressive and wealthy province in Brazil; has a population of over 3,000,000, of whom 800,000 are Italians, and has many flourishing interior towns, all connected by rail. Coffee is the sole agricultural production of the province. Numerous industries have sprung up lately, such as cotton mills, iron foundries, glass factories and carriage manufactories. The cotton industry competes keenly with the product of Europe, and the product is used principally in the interior, owing to its cheapness as compared with imported goods. It is rich in minerals, but these have not yet been developed. About \$20,000,000 of British capital is invested in various enterprises in this province. The city of San Paulo is the distributing centre for this trade. Santos the seaport, being only a port of transit. The city of San Paulo has a population of 180,000, of whom 80,000 are Italians. It is one of the most European looking cities in Brazil, having fine private and public buildings, good hotels and theatres. It is one of the most important educational centres in Brazil. The climate is exceedingly healthy all the year round, with mild frosts in winter. Present exchange is about 7 1/2 pence (15 cents) per 1,000 reis, smilreis, written thus: 15000.

THE ENGINES NOW IN USE.

The report then describes the engines now in use as follows:

Steam engines are of three classes, viz.:

Fixed, semi-fixed and portable.

Fixed—Furnished with multitubular boilers, flues, furnaces, etc., in brick work. Of these, plans must always be sent. They range from 20 nominal horse power upward. Also with one cylinder, locomotive type boiler, which should be two horse-power more powerful than engine.

Semi-fixed and Portable—Range up to 12 horse power, and on rare occasions to 16 horse-power, the latter being compound.

Water—Water wheels of all types. Native manufacturers can compete successfully with importers. The same remark applies to Pelton water wheels, which can be made there incomparably more cheaply than imported. Turbines (Leffel's) Turbines Americanas (made in Scotland) are all that are used. "Johnvile" and "Gerani" are seldom found in the market, and are of no use there.

Windmills—All American windmills find a ready market there. No limitations exist.

Engines—All engine shafting is run at 120 revolutions. Fittings must be strong, bearings long and movement simple. Economy of fuel is not of primary importance; wood on farms being plentiful, and must be burned. For town work with coal (£2 per ton) a more economical engine is better. Simple D valve, and good but simple governor. The latter must be capable of working with a reduction of one third, and steam valve full open. Such an engine will be satisfactory.

Trade reports and business records of this kind are being received under the direction of the Philadelphia Museum from every part of the world and touching every line of trade. The Philadelphia Commercial Museum is maintained by public appropriations, and is guided in its work by an Advisory Board, composed of the leading commercial organizations of the United States.

#### SEEKING BETTER QUARTERS.

"Look out, young fellow; what are you about?" said the policeman in a certain South American town to a travelling man who was tapping with his cane with evident intention of smashing in the glass around a street lamp.

"Ah, there you are," said the travelling man, as the glass gave way with a crash.

"Now, if you'll be good enough to arrest me, I will be obliged to you."

"You seem mighty anxious to get arrested," said the officer.

"Yes; I want a little bit afraid that you won't notice me. I've got to stay here about three days till I hear from my firm on a business matter."

"Well, you don't want to spend that time in jail, do you?"

"Yes; I have tried both the hotels here."

#### MISS MARY KIRK.

The best paid woman in the employ of the United States government is Miss Mary Kirk, translator of Portuguese in the bureau of American republics at Washington. Her salary is \$1,800 a year. The maximum salary paid by the government to women clerks is \$1,800 per annum, but no woman ever receives it. The next is \$1,600, and the majority receive only \$1,400 and \$1,000. In these positions there are many interesting personalities. Representatives of famous families can be found in every department, and some hold positions of trust and responsibility. Besides being the best paid, Miss Kirk is among the youngest of the women who draw salaries from the government. Miss Kirk was born in Pennsylvania. Her father, Isaac Kirk, was a prominent member of the Friends' Society. She is a graduate of Swarthmore College, where she came prominently before the public in a leading part in the play "Antigone" in the original Greek. Her proficiency in languages brought her the teachership in a leading girls' college of Rio de Janeiro, where she became familiar with the Portuguese language, and are attainment for an American. She has been attached to the Brazilian legation in Washington as translator to Mr. De Mendonca.—*New Orleans Picayune*, Jan. 13.

#### "BARON" HICKEY OF TRINIDAD.

The suicide of "Baron" James Harden Hickey in a Texas hotel brings to an end a strange and romantic career. An Irishman by birth, but American by nationality, he spoke French like a native, and was at one time a well known figure on the Parisian boulevard. Enjoying apparently an ample fortune, he kept open house on his estate of Andilly, near Montmorency, and entertained the wildest spirits of literary Paris. He wrote a great deal himself over the signature of "Saint Patrice," published a book of literary portraits, "Nos Ecrivains," and projected an encyclopedia. Later on he started a journal, *Le Triboulet*, with his wife, a well known American, wrote, and some of his still included. *Triboulet* was not a success, and the Baron disappeared for a time from Paris. In 1894 he returned and announced to his friends that he was no longer Baron Harden Hickey, but His Serene Highness James I., Prince of Trinidad. While in the South Atlantic he had, it appears, come across the islet which had so frequently been visited by the treasure seekers, of which Sir Knight wrote a charming volume, "The Cruise of the *Aleri*," and which last year was the subject of a triangular dispute between Great Britain, Portugal, and Brazil. The Baron had taken possession of the islet, and had duly notified his conquest to the powers. His form of government was to be a military dictatorship, with officers wearing the monarchical and imperial of the Second Empire. The flag was a yellow triangle on a red ground. He had, moreover, instituted an order—the Cross of Trinidad—for the reward of "letters, the arts, the sciences, industry, the humanitarian virtues, and devotion to his dynasty." Several Central American republics for reasons known to themselves, recognised him. The state decreed for itself a monopoly in guano, turtles and the legendary piratical treasure said to have been buried in 1825. To everything else the colonists would be free. Other manifestos of the same kind were issued from time to time by the prince, and he seems to have derived some revenue from the sale of his ribands and crosses of the Order of Trinidad and his Trinidad postage stamps. He did not, however, return to the lonely islet. When Great Britain and Brazil quarrelled over the possession of Trinidad, Prince James sent a protest to the powers. Then he disappeared, and nothing more was heard of him in Europe until February 11, when his death was announced.—*European Mail*.

The almost universal form in which the dry corn is used in Mexico is that of *torradas*. It is boiled over night till soft, and then is mashed on a flat stone, called a *metate*. Then it is moulded into a flat cake, between a pair of black, and most likely dirty, hands, and spread upon a heated pan, or piece of sheet-iron or earthen-ware; turned once or twice and served upon the table. With boiled black beans, frijoles, this makes the sumptuous staple of the living of the poor, and of many of the better classes, too. People can live on this diet, for millions do, and they grow fat and greasy, and they can work on it. The cargadores, porters or carriers, trot along under loads that would stagger some of our stoutest-looking beef and pork eating men in the same business.—*E. V.*

## THE RIO NEWS

PUBLISHED WEEKLY.

A. J. LAMOURRUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a summary of the daily coffee reports and all other information necessary to a correct judgment on Brazilian trade.

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#### NOTICE.

In view of the continued fall in exchange, the local currency subscription rate has been increased to \$4000, or 8000 reis per copy. Since March 1st all subscriptions should be paid at that rate.

THE Brazilian government is to be cordially congratulated on its resolution to sell its new naval vessels. Although we have not seen a confirmation of the report that the two ironclads under construction in France, and the torpedo cruiser under construction in Germany, are to be sold, we may presume that the government is only waiting for the buyers to close the transaction. The sale of the *Amazonas* and *Ambiente Abreu* to the United States is happily accomplished without delay, and the transfer has already been made. From these sales the Brazilian treasury will receive a large amount in ready cash, and will be relieved of the burden of meeting onerous payments on their account in the future. Of course some will say that these vessels should never have been sold, as they are needed for the defence of the country. Others will sneer at the government for its weakness. In our opinion, the sale is justifiable in every respect, and reflects great credit upon the government. Brazil has no quarrel with her neighbors, and is not threatened with war. The country is not mixed up in a single dispute which is likely to lead to trouble. Every sword might therefore be turned into a ploughshare without fear, and every naval vessel might be sold or directed to peaceful pursuits. Instead of buying ironclads and cruisers, rifles, uniforms and ammunition, every nitre and every man in the country should be employed in developing trade and industry. These pursuits will do more for the strength and security of the nation than all the armies and navies that can be created. Brazil needs to have her mines developed, her plantations improved and their products diversified, new industries created, her internal and foreign commerce extended, and hundreds of useful undertakings promoted. She needs schools, libraries, charitable institutions, reformatories, museums; she needs ports, railways, steamship lines, fisheries, and countless other things. If the government can put away the idea that it wants ships, soldiers and guns, and can then turn the almost exhausted revenues of the country into channels which will develop these peaceful activities, it will be doing a far better and grander work than can ever be done through an empty military display. The sale of these ships was a wise act; now let us have a still wiser one—that of cutting down the army.

THERE seems to be some confusion in regard to the protection of forest lands in and about this city. The municipality says that it has no control over these lands and has no *guardas* to protect them against devastation. The only competent authority, in some instances, is the national government, which administers the public water supply and is thus interested in preserving the forests. In every part of the city, however,—on the Copacabana hillside, in Larangeiras, along Rio Comprido, and on every hillside out to Tijuca, the piratical wood-cutter is steadily cutting away the trees, and in some cases is even burning away the underbrush in order to make small plantations. The result of this will be a very serious prejudice to the city in the years to come. If the accounts of old residents are true, the rainfall here has greatly diminished within the last fifty years, and this is due, without doubt, to the forest destruction which has been going on. In the immediate neighborhood this destruction has been all the greater because of the great number of persons seeking firewood, and also to make small clearings for cultivation. In the interests of public health, something ought to be done at once to correct the evil. Much of the mountainous districts hereabout, if we are not mistaken, is still public property, and its protection ought to be an easy task. As for other lands, if they cover watersources, some general provision for their preservation against indiscriminate wood-cutting ought to be framed. We understand, of course, that a man ought to have the right to do what he pleases with his own, but at the same time, if his liberty of action leads to public injury, then some restraint should be used. The state might very well pass some general law for the preservation of forests on the mountain sides and about the sources of all public water supplies. Such lands are commonly unfit for cultivation, and are of no value except for wood. If their proprietors refuse to observe the regulation, then the law should provide for their expropriation for public uses.

TO SETTLE the constantly recurring disputes and difficulties in the custom-house, the government ought to provide for their settlement outside. The customs officials should be inhibited from the exercise of judicial functions, and their acts should be made subject to the revision of some outside authority, and the final interpretation of any law should rest with the courts. This is no more than fair and just. The merchant has just as good a right to appeal to the courts against an arbitrary ruling or mistaken interpretation of the law as any other citizen can have, and congress has no power to abridge that right. In our opinion the restriction on appeals from decisions in the custom-house, is clearly unconstitutional. Were it possible for an importer to appeal to the courts against the arbitrary decisions of customs officials, the latter being held responsible for costs and damages like any other litigant, greater care would be exercised in that public department, and fewer cases of injustice would be reported. Immunity from prosecution, and even from revision, places the customs official in a position where his opinion and will are above the law itself. He is a dictator, and his word is law. He interprets the law one way to-day, and another way to-morrow; and there is no appeal from his decision as long as the amount involved is within a certain limit. If he chooses to classify vaseline as dynamite, and fine the importer for an attempt to evade customs regulations, he does so with impunity. To prevent such abuses, every importer should have the right of appeal to some higher authority. In fact, the custom house should be purely executive in character, and should at all times be subject to the courts and revisionary tribunals. In such matters the people have equal rights with the government, and these rights should be as carefully protected and respected as those of the government. We have no patience whatever with the

theory that in a republic the rights of the government in such matters are superior to those of the citizen. In the true republic the government is the collective body of citizens, and enjoys nothing more than their common rights and privileges, together with such delegated rights as may be necessary to maintain its representative character and maintain its dignity and authority. That it has sovereign rights, and may exercise powers not delegated to it and in opposition to the will and welfare of the people, no genuine republican will admit. The exercise of such authority is arbitrary and monarchical, not republican. Then, too, the practice generally fails in its ostensible object—that of protecting the revenues. It hampers trade, destroys mercantile profits, increases the costs of fiscalization and collection, and ultimately reduces the revenue. The simplest and most liberal methods are always best, and it should be the common aim of both government and people to attain them. And there is no better way to do this than to give the courts revisionary powers.

WHATEVER may be the outcome of the present strained relations between the United States and Spain, it must be admitted that the bearing and procedure of the United States government has been dignified and exceptionally courteous. The loss of the new armored cruiser *Maine* and the greater part of her crew in the harbor of Havana and under very mysterious circumstances, was calculated to arouse suspicions of foul play, and these suspicions were intensified by the open rejoicings of certain fanatical Spaniards, and by the contemptible inventions of others. The Spanish government, however, so promptly expressed its sympathy, and its representative in Cuba and the municipal authorities were so prompt in their tenders of assistance, that it was not possible to believe them guilty of so base a treachery. Among the Cuban sympathizers in the United States, the belief was entertained and nourished that the loss of the *Maine* was due to some outside cause, and they have done their utmost, therefore, to embroil the two nations in war. Happily President McKinley has been strong enough to resist every effort in this direction. The officers connected with the ill-fated ship have maintained a discreet silence, and the government has calmly waited for the results of an official investigation. Although the wreck was allowed to be extra-territorial, or a part of the United States, even though below Spanish waters, the United States government at once gave permission to the Spanish authorities to make an independent investigation. The proposal to conduct a joint investigation was not entertained, and for the simple reason that such an inquiry is essentially national and at the outset purely professional—that is, it belongs exclusively to the navy department. If no evidence of criminal treachery were found, then the inquiry will never pass beyond the jurisdiction of that department, and with this the Spanish government can have nothing to do. If, however, evidence were found that the cruiser was blown up by a torpedo from the outside, then the question would become a political one, and the Spanish government would have a right to make a separate examination of the wreck. The ready permission given by the American government for an independent investigation, even before the question could possibly become political, must therefore be accepted as a desire to be fair and just. At this distance from the scene of this great disaster, and with the untrustworthy telegraph service which furnishes us news, it is impossible for us to form a correct opinion on such a subject before mail advices are received. And now that we have these advices, we are glad to say that both nations have conducted themselves with dignity and good judgment, notwithstanding the popular excitement and clamor, and in spite of the bellicose attitude of the jingo ele-

ments in both countries. Both countries, it is true, are hurriedly preparing for war, but this, we are convinced, is more for eventualities than with intention. It should be said, however, that the United States has been steadily increasing its navy and coast fortifications for some years past, and the recent acquisitions of war material, therefore, can not be considered as an indication that the government has resolved upon war.

## COFFEE NOTES

—At Tité, a says on exchange, "the coffee crop this year has been enormous. Since last July it has been necessary to have several special trains solely for removing the coffee. In spite of this relief the warehouse at the station has been constantly full."

—According to a bulletin issued by the Central railway there were 23,071 bags of coffee at the stations of that line on Saturday last of which 7,539 were at those where the product is shipped and 12,732 at destinations. We do not understand that these figures include the quantity in transit.

—The first government estimate for the growing Java crop is 128,000 piculs, against 490,000 piculs this season. The new private crop is estimated at 100,000 piculs, against 500,000 piculs. The duty payments and deliveries of coffee in the Zollverein in 1897 were 135,790 tons, against 129,900 tons in 1896; in Holland, 75,176 tons, against 67,117 tons in 1896.

—The exports of coffee from India in 1896-97 were 210,792 hundredweight, being the smallest for years. The exports of coffee, as reported by the *Trade Review*, have been as follows:

	Cwt.		Cwt.
1885-86	213,773	1892-93	206,680
1886-87	365,299	1893-94	278,730
1889-90	239,795	1894-95	281,290
1890-91	233,431	1895-96	290,900
1891-92	311,861	1896-97	210,792

—A correspondent of the *Bahia* *Chronicle*, writing from Zouma (British Central Africa), says: "The present coffee crop is estimated at 150 tons, which, I understand, is a low estimate. The quality, so far as I have been able to gather, is, on the whole, excellent; so that in spite of the heavy Brazil crop, good prices should be obtained. As was to be expected, the transport difficulty is again acute, and many are the sighs for the much talked-of railway. It is too soon to prophesy as to next year's crop until the blossom showers have fallen; but, so far as I have heard a healthy spike is showing up. Unfortunately, at Abonje some apprehension is felt on account of the locusts, which have congregated in great numbers, and it is feared they may destroy the blossom as soon as it opens."

## PROVINCIAL NOTES

—An attempt was made to destroy the printing-office of the *Paiz*.

—On Sunday, in São Paulo, there was a violent storm, which is said to have caused considerable damage.

—The cruiser *Andrada*, with the six exiles on board, arrived at Bahia on the 17th inst. No one from ashore was permitted to visit the vessel.

—A São Paulo jury has absolved Antonio Brunschweld, who had been accused of having manufactured counterfeit labels of foreign goods.

—Still another. On the 17th the President issued a decree annulling the grant of military honors to Mauricio Leon Santos, of the state of Paraná.

—At Bahia some days ago there was a mutiny among some soldiers on board the steamer *Espírito Santo*. The soldiers, it is stated, were dissatisfied with the fare on board.

—It is reported in Juiz de Fora that Fernando Lobo is going to resign his seat in the Senate. It took Fernando a long time to learn how to resign; but *ce n'est que le premier pas qui coûte*.

—A Curitiba jury has absolved Afonso Jovio Epandionides de Andrade Jambo of the crime of assassinating Luiz Alão. The public prosecutor has appealed. We believe that no one disputes the killing.

—With liberality worthy of a better cause the Amazonas state legislature has voted a six months' leave of absence to Gov. Pileto Pires and the sum of £500 a month for the payment of his travelling expenses.

—The much-needed change which the government has made in the administration of the postal service in Rio Grande do Sul has excited the anger of the exiles who threaten to establish a postal service of their own. It is stated that the new administrator has been authorized to thoroughly reorganize the service so as to free it from the pernicious political control instituted under the government of Marshal Floriano Peixoto.

## RAILROAD NOTES

—A Santiago telegram of the 16th says that the quartels are full of volunteers, and the authorities are refusing those under 18 years of age.

—It is worthy of note that the British government has ordered a large number of Baldwin locomotives for the railways being constructed into the Soudan.

—The income of the Chilean state railways in December last was \$1,048,615.46; and the expenditure amounted to \$1,004,718.25. The figures for the corresponding month in 1896 were respectively, \$1,067,722.81, and 947,253.60.

—It is stated that of the 25,000 shares of the Carioca tramway company 9,670 belong to Dr. Flauda Santos, 8,500 to the Banco da República and 4,900 to Antonio Ferreira Butler. This leaves only 3,530 shares for the other shareholders.

—The *Journal do Commercio* says that the transshipment of goods from the Central to the Leopoldina line at Porto Novo is not made with the necessary promptitude. The *Journal* is assured that on the 13th inst. some 5,000 volumes were accumulated at that station.

—The Carioca tramway company (Santa Theresa) is constructing a station at the Silvestre terminus, and will, it is said, maintain a hotel there. If the guests are anything of the character of a great part of the passengers to that point on Sundays, it will be a hotel to avoid.

—An accusation having been made that the new Leopoldina company is seeking to take traffic away from the Central, the managers of that line have seen fit to deny the soft impeachment. They only take what is brought to them voluntarily. Are we to believe that the government objects to competition?

—The S. Christovão tramway lines carried last year 10,321,828 passengers, of which 13,470,918 paid 100 reis fares, 5,621,555 paid 200 reis, 96,777 paid 250 reis, and 235,288 paid 500 reis. The increase in traffic amounted to 666,750 passengers compared with 1895, and 481,938 passengers compared with 1896.

—The director of the Biturité line has reported various irregularities in payments on that road under the management of its predecessor, and now under examination in the Ceará custom house. The minister of industry has sent copies of the documents to the minister of finance, so that action may be taken against the parties concerned.

—On Sunday there seems to have been a lively time at the little town of Parahyba do Sul over a question between the Melhoramentos and Central railways. The director of the latter road had obtained an injunction against a warehouse that the former had begun to build; but the Melhoramentos people seemed undisturbed to respect the injunction. The resident engineer of the Central telegraphed that he could not rely on the police, and subsequently telegraph wires were cut, so that traffic on the road was temporarily interrupted. It appears, however, that the Melhoramentos people finally decided to limit their action to a protest against the injunction.

—Joaquim da Silva Guimarães, ex-treasurer of the Central railway, accused of the embezzlement of 6,114,898\$54, was tried on the 19th inst. His lawyers contended that the alleged shortage was purely imaginary. The utmost confusion and disorder, they said, had prevailed in the railway's accounts. All sorts of irregularities for which the accused was not responsible, had been committed in receiving and disbursing money and, as in consequence of these irregularities money supposed to have been received had disappeared without leaving any vestige to show what had become of it, a shortage was attributed to the ex-treasurer. This argument seems to have been supported by proofs that the jury considered satisfactory, for the accused was unanimously acquitted.

## SHIPPING NOTES

—The torpedo cruiser *Tupy* arrived at Tenerife on the 15th inst.

—Twenty-four hours observation on Rio and Santos arrivals has been decreed at Montevideo.

—The Italian steamship line called the *L. Igure* Brazilian, has established a Lisbon service by sending some of their steamers to that port.

—There was a collision on the night of the 16th inst., near Flores Island, Montevideo, between the Norwegian str. *Kingswood* and the British str. *Croftam*, the latter being sunk. The crew was saved.

—On the 16th there was a collision near San Nicolas, on the Paraná river, between the *Ladario*, from Assuncion, Paraguay, and the tow-boat *Czar*. The latter was badly injured, while the former received no damage of consequence.

—The cruiser *Andrada*, with the six exiles on board, is reported to have left the island of Fernando de Noronha on the 14th inst. at midnight and is expected to arrive here on the 25th. She arrived at Bahia on the 17th and left for Rio on the 19th.

—We are glad to see that the name *Aquidaban* is to be retained for the ironclad which bore the leading part in the naval revolt, and which was rechristened *Unle e quatro de Maio*. Let us hope that the *República* and *Trojano* will be similarly treated.

—The remains of the hulls, machinery, anchors, elms, and other fittings of the steamers *Chautrey* and *Penha*, wrecked in Herson Bay, on the South Chilean coast, and also part of the cargoes which remain in them, have been sold at auction for \$910.

—Surprise is frequently expressed by shipmasters that there is an English hospital in this city. And yet we not only have such a hospital, but it is situated in a charming place and has done good work. In 1894 it received a large number of shipmasters, who have ever since been warm friends of the institution.

—The *Correo Espanol* of Buenos Aires has taken Brazil to task for selling the cruisers *Amazonas* and *Unirante Abreu* to the United States. But let us suppose the sale had been to Spain—What then? And then again, if Brazil has more need of money than ships, what business has any other nation to say she shall not sell them?

—The owners of the Argentine str. *Nuevo Colastine*, which was run down in this harbor in 1896 by the British str. *Mayumba*, have applied for an embargo in Buenos Aires on the str. *Jorubi* belonging to the same owners. It is contended that the claim is against the ship, and not against the owners, consequently an embargo on another ship belonging to the same owners will not hold.

—A Buenos Aires telegram of the 17th inst. says that the Brazilian str. *Diamantino* had collided with the British str. *Navette* near the island of Martin Garcia, sinking a few minutes later. The passengers and crew of the *Diamantino* were fortunately saved. The *Diamantino* belonged to the Lloyd Brasileiro Company and was engaged in the river traffic between Montevideo and Matto Grosso.

—The old Pacific steamer *Bethanua*, which came to grief in the bay some time ago, and was then sold for a thousand pounds, has now entered upon a new career. She was repaired and refitted for carrying live stock, but has failed to be a success. The Chilean government is now negotiating for her purchase, the price being £12,000. She is staunchly built and is easily worth the money, but she is not fast.

—On the 17th inst. the steamer *Taipava* run aground in the fog at a place called Tijuca, between Guaratiba and Gavea. To ease the vessel the cargo was thrown over board and the steamer *Rauha*, *Hopani*, *Fishi* and *Jaumara* were sent to its relief. These steamers succeeded at midnight on the 18th in floating the *Taipava*, which had sprung a leak and was probably otherwise damaged. The cargo that was washed ashore was removed by the people residing in the vicinity.

—On the 17th the minister of finance advised the president of the Banco da Republica that the proposal of the German Bank for the purchase of the Lloyd Brasileiro steamship company could not be entertained because of the law relating to the coastwise traffic. Under this law the vessels must be under the Brazilian flag, owned by Brazilians or by a company established in the country and managed by a Brazilian, the ships must be commanded by Brazilians, and at least two-thirds of the crew must be Brazilian. The prevention of a desired sale to a foreign company, is a result which the promoters of the law did not calculate upon.

—A London telegram of the 15th to the *Journal do Commercio* announces the sale of the new Brazilian cruisers *Almirante Abreu* and *Amazonas* to the United States government. The *Journal* of the 16th says that the minister of marine has sent orders for the immediate delivery of the ships to the representative of the United States. The two cruisers have been constructed in England, the contract price for the *Almirante Abreu* being £163,340, on which Brazil had paid £32,668 up to January last. The price paid for the *Amazonas*, it is thought, is about the same. The contract of sale was signed in London on the 16th, and an American crew took charge of the *Amazonas* on the following day. The *Almirante Abreu* is not yet finished.

## LOCAL NOTES

—The boarding-house at No. 83 Rua Malvino Reis was destroyed by fire on the night of the 16th inst.

—It is reported that the florinistas are going to depose Glycerio and make Julio de Castilhos their leader.

—It is stated that ex-candidate Lauro Sodré is one of the officers who attended the meeting at the military club on the 9th inst.

—Marcellino Bispo de Mello is reported to have said that the conspirators who plotted against Prudente also intended to murder Glycerio.

—The old and well-known Hotel de Franca facing the old Palace square, has been reopened, after having been thoroughly refitted and enlarged.

—Our popular and highly esteemed colleague of the *Gazeta de Noticias*, Dr. Ferreira de Araujo, has been severely ill, but is now happily recovering.

—Apropos of Vice-President Manoel Victorino's manifesto, he has received congratulatory telegrams from Julio de Castilhos and Borges de Medeiros.

—There was a fight in Rua do Regente Saturday night between soldiers and the police patrol. The disturbance was provoked by a soldier of the 10th battalion, who was severely wounded.

—Judge Gusmano Lima in his evidence alludes to the alleged intention of the conspirators to kill Marcelino after the death of President Prudente de Moraes and thus destroy all proof of their connection with the criminal.

—It was reported last week that to the ironclad *Aquidaban*, which has been forced to masquerade under the pseudonym of *Unle e quatro de Maio*, its real name was to be restored. We regret to learn that the report has been contradicted.

—The military club of this city has placed its case in the hands of a lawyer, who will seek to have the orders for the closing of that club annulled by some court. It is a curious case surely—this seeking to defeat a military order by an appeal to a civil court?

—There has been a somewhat lower temperature during the past week, but no rain of consequence has fallen. The fever rate shows a slight increase, but not enough to excite alarm. Should the hot weather pass, we may escape the threatened epidemic altogether.

—According to the latest returns the voting in the recent presidential election was:

For President—Campos Sales.....	291,125
Lauro Sodré.....	25,625
For Vice-President—Rosa e Silva.....	265,206
Fernando Lobo.....	25,150

—The supreme council of the court of appeals has decided that it is incompetent to take action on the application made to it for a writ of habeas corpus in favor of Joaquim Freire and Fortunato Medeiros, and the case has consequently been carried to the supreme court.

—It is asserted that the struggle with Marcelino at the arsenal lasted only five minutes and that in so short a time it was wretchedly impossible for him alone, under the circumstances, to have inflicted three wounds on Marshal Bittencourt and wounded three other persons.

—The evidence given before Judge Raja Gabaglia shows that on the 5th of November the cheering for the memory of Marshal Floriano Peixoto and for Vice-President Manoel Victorino and Gen. Barbosa continued even after the murder of Marshal Bittencourt had become known.

—The *Puiz* is engaged in exposing the abuses recently committed under the cover of martial law. These abuses have a mild resemblance to those which were committed with impunity under the government of Marshal Floriano Peixoto. It was undoubtedly that impunity that caused the repetition.

—There is much complaint against the recent classification of naval officers, which indeed seems to have been expressly designed to create dissension in the navy. We have, however, too much confidence in the discipline of this branch of the military service to believe that any such result will be produced.

—On Wednesday the witness Antonio dos Santos testified before Judge Raja Gabaglia that threats and torture had been used to make him sign a false deposition in the murder case of Marshal Bittencourt. He had been thrown into prison, he said, had been deprived of food on alternate days and had been threatened with 30 years' imprisonment.

—Owing to the death of her father and through pressing family affairs, Mrs. Wagstaff, wife of Her Majesty's consul-general here, left hurriedly for England on the 13th, per Pacific steamer *Oravia*. She was therefore unable to take leave of her many friends here and in Petropolis, and desires, through this channel, to express her thanks for the many kindnesses received from them.

—The Jacobins have organized the following cabinet for Campos Sales: Finance, Julio de Castilhos; War, Arthur Osar; Justice and Interior, Isidoro Martins; Industry, Martinho; Foreign Affairs, Serzedello. No name is mentioned in connection with the navy department; but, as Carlos de Noronha is said to have resigned his place at the head of the maritime chart bureau, it is not difficult to conjecture who the future minister of marine will be. But what will Jeronymo say? Will this increase his claim against the government?

—Some of our German friends complain of an item in our last issue which refers to a reported assertion of the German Emperor that he would not permit the United States to annex Cuba. It ought not to be necessary for us to assure them that we have not the slightest intention of wounding their susceptibilities. Outside of Germany the sayings and doings of the German Emperor are common property, and criticisms and ridicule are heard in every part of the world. It is the misfortune of those who rule. If we laugh, or criticize with the others, our friends must not consider it a personal affront, and we are sure they will not do so. Many of our best friends, and most appreciative ones, are to be found in the German colony, and we shall certainly not seek to offend them.

—We cordially endorse the suggestion made by a gentleman who writes to the press from Baepey in regard to a thorough investigation of the complaints of violation of correspondence at the post-office. Some of the clerks in that establishment, especially those admitted in the years 1893 and 1894, seem to be imbued with the belief that they have a perfect right to tamper with mail matter. It is necessary to expunge the post office of this demoralized personnel that persists in maintaining practices which are, as the Baepey gentleman asserts, criminal and disgraceful to the country. He states that he is prepared to sustain with the testimony of witnesses the charges made against the post-office, and we hope that the matter will not be allowed to rest until the evil is entirely remedied.

—The proprietor of Hotel Whyte, Sr. J. Alkain, having applied to the minister of foreign affairs for diplomatic intervention in regard to his claim against the Chilean legation for damages because of the death of the Chilean minister in his hotel, the minister replied: «Disallowed. Proceed for yourself.» We must believe that the friends of the deceased gentleman will not care to do less than what is just in the matter. The proprietor has lost heavily by his allowing the patient to remain, and we have heard that he was offered a large sum in case he permitted this. Some years ago we were told of a similar case in one of the city hotels. A young man fell ill with small-pox, and his father bought the hotel rather than see his son taken away to the public small-pox hospital. He knew that the guests would all leave, and he could not justly expect the hotel-keeper to endure such a serious loss on his son's account. All the guests did leave except one, but the loss then fell upon the shoulders of the person most deeply interested. The gentleman who did this to save his son from removal to a hospital was a Brazilian, and we are sure that most Brazilians will say that he did right.

## VITAL STATISTICS FOR 1897.

From the quarterly report of the Directorio Geral de Saude Publica we extract the following returns for 1897, according to quarters:

	1st quarter	2nd quarter	3rd quarter	4th quarter	Total
Marriages.....	700	624	683	678	2,685
Births.....	3,528	3,875	3,491	3,966	15,860
Stillbirths.....	303	305	238	260	1,106
Deaths.....	2,603	2,755	3,078	3,091	13,527
Brazilians.....	2,747	2,871	2,536	2,669	10,823
Foreigners.....	856	884	1,542	1,422	3,704
Com-muni-cation.....	595	578	595	653	2,421
Berthel.....	121	109	34	39	403
Yellow fever.....	98	53	4	4	159
Small-pox.....	23	4	3	30	60

## PUBLICATIONS RECEIVED

*Relatório Trimestral* of the general directory of public health; report for the 4th quarter of 1897. We give elsewhere extracts from the summary.

*Classificação de Creditos*; Cta. União Industrial S. Sebastião, in liquidation. A statement of the character of the claims on the above company by Messrs. J. H. Lowndes & Co. The court of appeals gave its decision in favor of Messrs. J. H. Lowndes & Co. on the 7th inst.

## BUSINESS NOTES

—Decree No. 2,852, of the 14th inst., alters the schedule of consular fees.

—At Jafé, S. Paulo, the construction of a market building has been commenced.

—In the vicinity of Socorro, S. Paulo, the crops are reported to be suffering very much from drought.

—The supreme court has decided against the rescission of the judicial liquidation of the estate of Comde de Leopoldina.

—The Bahia tobacco crop from Nov. 1, 1896, to October 31, 1897, was 23,761,225 kilos, whose official value was 22,418,559\$141.

—Fifteen large paper mills, principally located in the state of New York, have combined to form a trust, which will be known as the International Paper Co. The capital of the trust is \$15,000,000.

—The newboys who carry the morning papers out to the suburbs complain that on the morning of the 19th they were compelled to pay 300 reis per package on the Central, besides their fares. Heretofore they had paid their fares only.

—The proprietors of the match factories here are complaining of the revenue stamps furnished them. They are printed on poor paper, are unguessed and are not perforated. The work of cutting, gumming and then affixing them to so great a number of boxes, constitutes a very important addition to the cost of the article.

—It appears to us that a bonded warehouse scheme for this capital, similar to what has been organized in Venezuela, could be made of much use to business men. It would help to save the heavy warehouse charges imposed in the custom-house, and it would be of assistance to small merchants by permitting them to withdraw a part of their goods at a time.

—The Red Cross Line steamer *Grangeuse*, from Marmos and Para, Brazil, which left Para February 4 and arrived at this port on the 17th inst., brought, it is claimed, the largest cargo of rubber which ever entered this port from Brazil, being 855 tons and valued at about \$1,500,000. The vessel was consigned to Ship-ton Green.—N. Y. *Journal of Commerce*, Feb. 19.

—Attention has been called to the provisions of the last budget law, which provides for a mixed commission to settle certain disputes in the custom-house. The law distinctly states that this commission shall not only have power to revise the samples of merchandise, but also to decide disputes over classifications. This last-mentioned power is now disputed, and the custom-house ring is trying to reduce the commission to a state of impotency.

—The Companhia de Tecelagem Sinto Luzia manufactured last year 391,391 bags and 838,008 metres of bagging. In the six years and three months of its existence up to the 31st of last December, it manufactured 2,329,706 bags and 4,971,585 metres of bagging, selling 2,328,706 bags and 4,971,583 metres of bagging, for which it received the sum of 3,877,627\$93. It imported during this period 5,362 bales of jute, which cost 2,010,421\$04. Its net profit last year was 131,043\$04, and on Dec. 31 there was a balance of 207,041\$800 in its favor at the Banco da Republica. Its total assets at that date amounted to 728,485\$642 and its liabilities to 165,000\$105. The capital of the company is 360,000\$.

—A meeting of the holders of certificates of the committee of bondholders of the Pernambuco Water Company was held yesterday, at Winchester House, Old Broad-street.—Mr. R. H. C. Harrison, who presided, said that since the last meeting, in June, 1895, an agreement was made with the company in regard to the two years overdue interest. Since then the interest had been paid in full up to and including the January, 1897, coupon, after which date the amount remitted on behalf of the bondholders had been very small, being barely enough to pay 2 per cent. instead of the full 6 per cent. on the whole of the bonds and certificates. Many reasons were given by the managing director, for the inability of the company to pay more than 2 per cent., and great stress was laid upon the severe fall in exchange, which had dropped nearly 50 per cent. since the agreement was entered into. The committee wished to send out a representative to Pernambuco to look into matters, especially into the question of the collection of water rates, and the possibility of obtaining a further increase in the price of water. The company's agents, Messrs. Knowles and Foster, under instructions received from the company, were now prepared to hand over to the committee a sum sufficient to pay 2 per cent. on account of the July, 1897, coupon, on the first and second mortgage bonds, provided the bondholders also agreed to a payment being made of 2 per cent. on the "A," "B," and "C" certificates issued under the agreement of December 3, 1895. The committee was strongly of opinion that this offer should be accepted, as it would be only a payment on account, and would in no way prejudice their claim for the balance of overdue interest.—After some discussion, the proposal was unanimously agreed to, and the report and accounts submitted by the committee were passed.—*Financial News*, Feb. 24.

## FINANCIAL NOTES

—The *Puiz* says that the *Amazonas* was sold for £294,000 and the *Almirante Abreu* for £213,000. The money, it states, has been paid into the Brazilian treasury agency at London.

—It is reported that the state government of Sergipe is going to make another issue of bonds of 100 reis (1 1/4 cents) and 200 reis (2 1/2 cents). It is doubtless hoped that the public will buy these bonds as curiosities.

## COMMERCIAL

Rio de Janeiro, March 21st, 1898

Par value of the Brazilian milreis (\$1000).	gold.....	27 d.
do of the Brazilian milreis (\$1000)	in U. S. coin at \$24 5/8 per £	54 7/8
do of \$100 (U. S. coin) Brazilian gold	1897 cts	8 80
do of £ 1 sig in Brazilian gold	.....	24 7/8
Bank rate of exchange, official, on London	to-day.....	6 1/2 d.
Present value of the Brazilian 100 reis	gold.....	45 7/8
Present value of the Brazilian 100 reis	(paper).....	23 1/2
Present value of the Brazilian 100 reis	in U. S. coin at \$24 5/8 per £	12 7/8
Value of \$100 (\$1 50 per £ 1, str. m)	Brazilian currency (paper).....	\$1 50
Value of £ 1 sterling	.....	24 7/8







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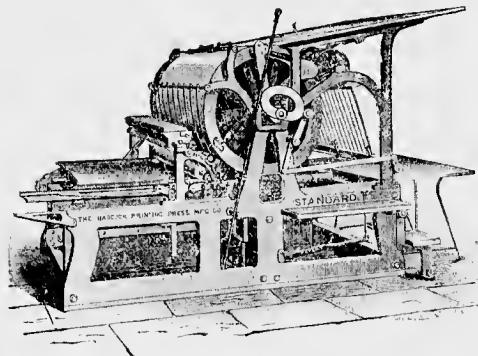
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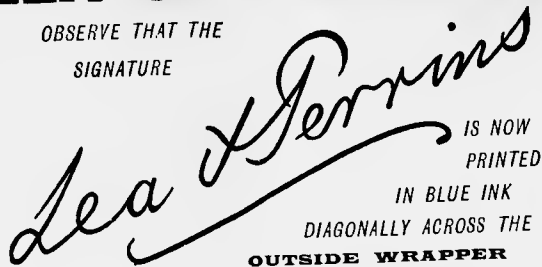
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Address of manufacturer.—Jonquim Bueno de Miranda, Rua de S. Pedro, N. 74, 1.º andar, Rio de Janeiro, Brazil.

## THE RIO NEWS.

This paper is now in its 25th year, having originally been published as *The South American Mail and the Brazil and American Mail*. It assumed its present title at the beginning of April, 1879, when it was published three times a month. From a tri-monthly it has been changed to a weekly publication, and from four pages it has been increased to twelve.

As an advertising medium *The Rio News* occupies an exceptionally advantageous position. It circulates widely throughout Brazil, and also in Europe and the United States. Its subscribers are principally business men interested in Brazilian trade, industries and investments. No other periodical, even with much larger circulation, can offer better inducements to advertisers who seek the attention of these classes.

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